ENGLISH, YOU KNOW!

JOHN WISE'S EXPERIENCE WITH LONDON BARRISTERS.

He Tells the Brooklyn Eagle of a Trial in an English Court-Similarity of Englishmen and Virginians.

Mr. John S. Wise gives the following very interesting account of his recent visit to London, which we take from the Brooklyn Eagle:

"I went to London on business," said the ex-Congressman, in conversation the other evening. "The case of the National Telephone Company of Great Britain against the Leeds Tramway Company was being tried in the high court of ustice, chancery division, before Mr. Jusce Kekewick. The fight grew so hot hat the Tramway people sent to America r me and any expert whom I might for me and any expert whom I might choose. I took with me Mr. O. T. Crosby, general manager of the railway department of the General Electric Company. Although only thirty years of age, Mr. Crosby is at the head of the electrical profession in this country. Fighting the case for the telephone company were Sir Richard Webster, ex-attorney general; Mr. J. Fistcher Moulton, Mr. Warrington, Q. C., M. P., and a number of other dis-C. M. P., and a number of other dis-nguished lawyers. For the Tramway here was Sir John Rigby, one of the most eminent of the English barristers; English Barristers; Daniel and others. The telephone appart brought suit to restrain the mway company, claiming that the pre powerful currents used by the latter

terfered with the operation of the tele-one's grounded wire system. The witnesses were no less distin-nished than the lawyers. Sir John Hopgdished than the inwyers. Sir John Hop-kins, who had just got judgment for the three-wire system; Sir William Thompson, one of the greatest of electricians, manu-facturer of the wonderful navigating inuments; Aplang, the Frenchman, fore-in of the electrical jury of experts at Faris Exposition; Sir Frederick Joshe Paris Exposition; Sir Frederick Joseph Bramwell. There were many more whose names are known all over the world as electricians. Just before Christmas the case was adjourned till January 12th, and I was sent for and went. I arrived in London on January 11th, and lost no time in waiting on the Tramway Company's solicitor. In England, the solicitors prepare a case and brief it out. They then retain the barrister who fights hey then retain the barrister, who fights se case in court. The Tramway Com-any's solicitor took an early opportucany's solicitor took an early opportunity of impressing upon me an undertanding of the awful social chasm which
a England exists between a solicitor and
arrister. They advised me not to be
affended or surprised if I found my treatment by the barristers not as flattering
as I expected. I replied that the insoence of office was no novelty to me.

had witnessed it in America. With the
varning I was carried to a conference arning, I was carried to a conference, what the solicitors called the 'chawm-ers' of Sir John Rigby, Go down in earl street, seek out an abandened andlery that has been at especial pains get itself dirty, paint it a dark green, the cabin of an oyster sloop, paint wyers' names on the door in about the ame style of letters a boy would scratch, the rooms inside be about the size of trunk-room at a country tavern, and ou have a good picture of the 'chawmers' of Sir John Rigby, of which the licitors spoke in such an awe-stricken nner. Contrary to expectations, we re very courteously received. Taking cue given to me by the solicitors, I ept my mouth shut and my eyes and rs open. I listened eagerly to the dis-aston of the case by the English lawcussion of the case by the English law-yers. I was especially struck with the strong horse sense of Sir John Rigby, and his rugged simplicity of expression. The discussion was very able and thorough, and I heard enough to convince mysel-that I knew as much about the questions at issue as any man in the party. At length Sir John Rigby asked me for my lews. I answered that in all my cases had planted myself on the proposition hat we did injure the telephone, but no famages were due from us for the injury ly line of defense was more radical han any they had contemplated. They ad introduced a mass of testimony to how that the system of electric railroad was the best known, and that the grounded wire telephone circuit was a bad method. The tendency of this was to suggest a change of construction in the telephone to avoid the disturbance. They had also introduced considerable testimony to show that we did not disturb the telephone company very much—all this is very well and abundant precaution. I imagine I rather startled them when I announced that I considered the whole mass of testimony taken as irrelevant to the true issue. I believed the court would say (as it subsequently did), I amount have to remodel the restrond on the

ria. Although radically different from evious suggestions, the line of defer se had mapped out was favorably received and, after a conference, was adopted.

The case was resumed the following It was amusing to me to be called as a witness in such a case, for that was my status in court. I was an expert witness. I had no standing as a lawyer, on account of English practice. It was amusing, as I have said, to find myself alking electricity as an expert, for five ears ago I knew no more about it than anscrit. Since that time, though, I ave presented electrical law in twenty-even States of the Union, have seen every kind of electrical railway yet contructed, have visited and examined many telephone exchanges, and understand their workings fairly well. I have ridden upon and examined electric street railways in seventeen States of the Union. I felt itered that they didn't cross-examine

the telephone as it is built, and, if so, whether I shall grant the injunction asked. I cannot make facts. I must take

with the working of the telephone. The trength of our case lies in the contention hat we have a right to do so, and that

whatever damage is occasioned is what

The leading speech on our side was as made by Sir John Rigby. It was a savel of condensed simple, lucid Engh. He handled his case like a skilled ordsman; there was no flourish, no he, no hyperbole, but the surest, most orged and incisive statement of law and fact conceivable. I was charmed a hear from time to time not only the as, but the authorities or similes on ich I had relied. Sir Richard Webster made the leading

address for the telephone company. He was very powerful, and made the most of his case, but the victory rested with is, the court following the reasoning of the supreme court of Ohio, expressed

in the following language:
"In the year 1838 Professor Steinhell made the important discovery of the practicability of using the earth as one-half or the returning section of an elec-tric circuit. Professor Morse claimed to have made the discovery about the same for lt was the discovery of an elementary principle of science, of a truth in physics, of a law in the operation of the forces of nature, and was not bounded by the trammels of the patent law. For forty years before the telephone was discovered, the use of the earth as a conducting medium in the formation of an electric circuit had been the common property of any electric enterprise. By what grant or title, then, did it become the especial, peculiar and exclusive franchise of the telegraph association? As it did not eriginate in legislative or municipal grant, so such exclusive franchise did not spring from priority in its exercise.

Where a right is common and universal, and capable of being exercised by all at the same time, there is no applicability of the rule, that he who in its enjoyment is prior in point of time is prior in right. He who is first in the field does not thereby only a manageney of use."

in right. He who is first in the field does not thereby gain a monopoly of use.'

"On the day on which I had attended the conference at the 'chawmbers' of Sir John Rigby I had been touched lightly on the arm by that gentleman as the solicitors were withdrawing. Sir John requested me to remain a moment. When we were alone he proceeded in the most impressive way to inquire how long I would be in London, and to add that ten years ago he had visited America and conceived the most lively affection for the Americans. In all his life he had never known what hospitality was till he had ex-Americans. In all his life he had never known what hospitality was till he had experienced it at the hands of Americans. He loved Americans, he declared, and always longed to show how gratefully he cherished the memory of the kindness he had received. He insisted that I should give him a day for a dinner at the Reform Club, where I would meet Sir Charler Russell. He had no establishment of his own in the city at the time, but could give me a very fair dinner, and the wines of the Reform Club were as good as any in England. The manner of Sir John was so genial and generous that I was charmed. I accepted the invitation, and met Sir Charles Rusgenerous that I was charmed. I accepted the invitation, and met Sir Charles Russell. To my delight I found nothing of the reserve or distance of which I had been warned as a pissibility. When I parted with Sir John Rigby, after a delightful evening, he placed his hand on my shoulder, and repeated the kind things he had said about America and the Americans.

"These Englishmen are more like Virstinians as they were when I was a boy than I ever conceived. In manner, voice, pronunciation, appearance-everything about them-reminded me of the grand old fellows, now almost all dead and gone, in Virginia. When I was in court I could have closed my eyes and imagined I heard Mr. James Lyons or Mr. Alexander Holliday, or Colonel John B. Young, of the old Virginia bar, addressing the county court of Henrico, as they did when I ty court of Henrico, as they did when I came to the bar in 1869. That old generation is about passed away, but the type from which it sprang is still in England.

England.
"Counsel for the other side then got hold of me, and I visited Mr. Wallace, Q. C., at his beautiful home. We were much disappointed that Sir Richard Webster and Mr. Moulton could not come.

"Besides my legal brethren, the theatri-cal folks helped to make my two weeks cal folks helped to make my two weeks' stay in London pleasant. Henry Irving had me with him to see 'King Lear,' and afterward entertained me in his apartments, where we had supper. He is a charming fellow, and I was astounded to discover off the stage no trace of the mannerisms which everybody who har seen him on the stage will recall. Bram Stoker, Mr. Irving's right bower, was very cordial. I found a splendid company assembled about the great actor's board. There were Cummins Carr., Joseph Hatton Knight, the Shakespearean commentator; Toole, the great comedian, and ton Knight, the Shakespearean commen-tator; Toole, the great comedian, and Senator Jones of Nevada. Toole is sev-enty years of age, but vigorous, and with all his wonderful ability preserved. We became quite thick. He took me to see 'Walker of London,' his play, and afterwards to the Garrick Club. I found my companion as merry and full of good-fellowship as a college boy.
"When I was forced to leave London

When I was forced to leave London I had enough fun cut out to last me till the dog days. I'm going to live on crackers and cheese awhile and go back there. If I saw 10,000 British lions' talls about me I would not want to pull one of them: I would want to decorate them with blue and old gold bows in grateful remem-brance of two weeks' kindness such as was never surpassed anywhere. At the risk of being called an Anglo-maniac, I will maintain that there is no more splen-did nation on this earth than the English. and no finer fellows in the world than those I met in my brief stay in Lon

DANCE OF INSANE FOLKS. Unique Celebration of Washington's Birth

day by Lunatics. At Merris Plains, N. J., last Wednes

day night the insane asylum was the scene of a grand ball given by the patients, with the assistance of the officers cording to the New York Sun. The great building was a mass of blazing light, and the extensive corridors and beautiful rooms was filled to overflowing with in-

vited guests.

The asylum now contains nearly one thousand patients in all stages of insanty, and, of course, a great part of thes were unfit for such an occasion, but one would be surprised to see the number who were equal to the emergency, and the way in which they enjoy such pro

At 7 o'clock the grand march, led by At 1 octock the grand march, led by Dr. B. D. Evans, the medical director, beman. Each and every one was ready for the fruy, except Dr. Evans, on whom so much depended, as he was somewhat worried as to how his patients would not here to remodel the railroad or the telephone; I am here to decide whether the railroad, as it is built, interferes with conduct themselves, arrayed after the different styles from Empress Josephine down. As it turned out, every one, sane and insane, behaved beyond his greatest expectation, the insane somewhat better than their more fortunate friends, as they were too much interested and not a bit worried.

the facts as they are and apply the law to them.' I had seen too many of these cases to doubt for an instant the serious interference of the grounded railway circuit with the grounded circuit of a telephone company, and I knew that all the testingary fanding to show that we It was a strange and weird sight to notice how gracefully the inmates would the testimony tending to show that we did not bother them much will not stand investigation. We do seriously interfere go through the most intricate parts of the dance without an error of any kind Outside of an insane asylum it would have been impossible to have gotten the same collection of costumes together. Below we give a partial list of the char-

acters represented:
Duke of York and Princess May of Teck, Thomas Jefferson and wife, Chaun cey Depew and wife, General Custer Mary Lamb, Uncle Sam and the Goddess of Liberty, Sir Walter Scott and Queen Victoria, Red Cloud and squaw, Ward Mc-Allister and Bo Peep, Lieutenant Peary and Mrs. Peary, Mike Dwyer and Queen Elizabeth, and many others. It is possible that Dr. Depew and Ward

McAlliter would not have known them-selves, but should the question of the real identity of these noble scions of New York's swell society been raised with the gentlemen who were playing the part for the night, there would have been trouble, which Warden Everett, who

represented George Washington, would have found very inconvenient to quell. The conversation was of the same kind generally used in the ordinary ball-room, but the weather and their different cos-tumes seemed to vie with each other when talking among themselves. At times there was a complete lack of inter-est in all the proceedings, as at certain intervals a silence would seem to prevail, and then again, they would burst out with renewed spirit, and seem to enjoy everything in sight.

everything in sight.

It is not an easy matter to write gaily of even so gay a function as this madman's ball. But it was a grand success, and well might Dr. Evans and his patients feel that they have covered themselves with glory, when at 10 o'clock the orchestra of madmen played their "Home, Sweet Home" waitz, and nothing had happened to interrupt the gay crowd assembled.

The senior proprietor of this paper has been subject to frequent colds for some years, which were sure to lay him up if not doctored at once. 'He finds that Chamberlain's Cough Remedy is reliable. It opens the secretions, relieves the lungs It opens the secretions, relieves the lungs and restores the system to a healthy condition. If freely used as soon as the cold has been contracted, and before it has become settled in the system, it greatly lessens the attack, and often cures in a single day what would otherwise have been a severe cold.—Northwestern Hotel Reporter, Des Moines, Iowa. 60 cent bottles for sales by Owens & Minor Drug Co., 1007 east Main street.

A Natural Food.

Conditions of the system arise when ordinary foods cease to build flesh—there is urgent need of arresting waste

ing waste-assistance must come quickly, from natfood source.

Scott's Emulsion

is a condensation of the life of all foods-it is cod-liver oil reinforced, made easy of digestion, and almost as palatable as milk. Prepared by Scott & Bowne, N. Y. All druggista.

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for Richmond EVERY WEDNESDAY and SATURDAY at
3 P M., striving in Richmond MONDAY and
FRIDAY MORNINGS.
Passenger accommodations unsurpassed.
Cabin fare to New York (including
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route.

Sound-trip tickets, limited to thirty

meals and berth) via James 3 9 00 route.

Round-trip tickets, limited to thirty 4 00 days after date of issue 5 00 Steerage fare, with subsistence 5 00 Steerage fare, without subsistence 5 00 Cabin fare via thesapeake and Ohio railway and Richmond and Petersburg railroad tickets limited to four days.

Round trip tickets limited to thirty drys 14 00 Grickets can be obtained at Richmond

drys

Tickets can be obtained at Richmond

Transfer Company, 901 east Main atreet;
Chesapeake and Ohlo and Richmond and
Petersburg depots, and at the company's

office. 1501 east Main street, and wharf.

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Freight received daily until 5 P. M.
Fassengers leaving Richmond on MONDAYS, WEDNESDATS, THURSDAYS and
SATURDAYS by the Chesapeake and Ohio railway (via Newport News) at 9 A. M. and by Richmond and Petersburg railroad same days, at 9 A. M., will make connection at Norfolk with steamers leaving those

GEORGE W. ALLEN & CO. Agents, No. 1301 Main street and 1719-tf Company's Wharf, Rocketts.

V JAMES RIVER LINE for the seashore, JAMES RIVER LINE for the seashore, cheapest and most pleasant route to Norfolk. Portsmouth, Newport News, Claremons and James river landings, Connections: At NEWPORT NEWS and NORFOLK for OLD POINT, HAMPTON and Smithfield, Va., Washington, D. C., Baitlmore, Philadelphia and New York, James river by daylight, Great tourist line, Jamestown, Dutch Gap and war scenery. Rates less than half charged by rail. Fare to Fortsmouth and Norfolk, \$1.50; \$2.50 round trip; \$1 second-class, Leaves Richmond every MONDAY, WEINERSHAI and FRIDAY at 7 A. M. (STREET CARS GO DIRECTLY TO STEAMER'S WHARP) for abovenamed places. Through tickets on sale on steamer and at Garber's Agency, No. 901 Main street, Baggage checked through, State-rooms engaged for day of FREIGHT—Freight received daily for

night.
FREIGHT-Freight received daily for above-named places and Eastern North Carolina; also for Eastern Shore of Virginia and all regular landings on the James and Rappahannock rivers, at LOWEST RATES, and through bills lesued.
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For further information apply to J. W. McCarria.

General Southern Agent.

Office, Rocketts.

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English's Breeding and Training Stables RICHMOND FAIR GROUNDS.

ALOHA, Son of the Mighty Dictator, 1:13 ALUHA, SOR Of the Mighty Dictator, 1:15

Sire of Jay Eye See, 2:0634; Phailas, 2:1334; Minnie Caswell, 2:1634; Director, 2:17; Deleimator, 2:18; Dictator Chief, 2:2135, and 37

others better than 2:30. Grand sire of Naney Hanks, 2:04; Direct, 2:0534; Evangeline, 2:1134; Margrett R., 2:1234; Lockheart, 2:1434; Guide, 2:1634; Northwest, 2:1734; Kellar Thomas, 2:1934; Garnet, 2:2044; Victoria Wehes, and 56 others better than 2:30. Best son of Hambletonian 10, founder of the American Trotting Horse; own brother to the famous Dexter.

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Famous running stallion Telemanchus, sire of the winners Maia, Fred Fink, Kathurat, Piedmont, Mullhatton and many others. Season, \$20; usual return

privileges.

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PUBLIC TRAINING STABLE FOR TROT-TERS and PACERS, HORSES and COLTS, on reasonable terms. By T. WIL-LIAM HEWITT, trainer of "Roy," fouryear race record, 2:30 (first in the South); "Yorker," 2:24%; "Miss Thompson," 2:24%; "Whitby," pacer, 2:24%; "Minnie Dales," 2:3714, &c., &c. Address, till March 15th, WEYANOKE, VA. fe3-fr,su,welm

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BATI.ROADS.

M Norfolk:Western R

SCHEDULE IN EFFECT JAN. 1, 1893.
LEAVE RICHMOND (DAILY),
BYRD-STREET STATION.

9.00 A M., DAILY, RICHMOND AND
NORFOLK VESTIBULED
LIMITED. Arrive Norfolk 11:23
A. M. Stops only at Petersburg. Waverly and Sunfolk.

9:00 A M., For Lynchburg. Roznoke and
intermediate stations. No connection beyond Roznoke.

12:29 P. M., For Roznoke, Ragiord. Pulashi
Bristol and all points South and
West via the East Tennessee
Virginia and Georgia railroad.
Also for Bluefield. Ohio extension. Leave Bluefield. Ohio extension. Leave Bluefield ohio extension. Leave Bluefield 6:10 A.
M. daily for Kenova, Columbus (Ohio) and the West.
Parlor car Petersburg to Roznoke to Memphis via Roxville
and Chattanooga, and through
coach from Richmond to Lynchburg.

8:10 P. M., Daily for Suffolk Norfolk and

and Chattanooga, and through coach from Richmond to Lynchburg.

3:10 P. M., Dany for Suffolk Norfolk and intermediate stations: arrives at Norfolk at 6:15 r. M.

5:35 P. M., Arrives at Norfolk at 9:20 r. M.

11:30 P. M., For Roanoke, Radford, Pulaski, Bristol. Connects at Roanoke 7:25 A. M. with Washington and Chattanooga Limited, Pulman Siepepers Roanoke to Nashville, Memphis and New Orieans. Dining Car Attached, Also for Bluefield, Pochontas, Elkhorn and stations on Clinch Valley division. Also for Rocky Mount and all stations on Winston-Salem division. Fullman palace sleeper between Richmond and Lynchburg Berths ready for occupants, elkhorn and stations on Winston-Salem division. Fullman palace sleeper between Richmond and Lynchburg Berths ready for occupancy at 9:00 P. M. Also Pullman sleeper Petersburg to Louisville via Nerton.

Trains arrive Richmond from Lynchburg and the West daily at 8:30 A. M. 2:15 F. East at 10:20 A. M. 2:15 F. East at 10:20 A. M. 2:15 F. East at 10:20 A. M. 2:15 P. M. and VESTIBULED LIMITED 6:40 P. M.

R. W. COURTNET, Passenger Agent.

General Office, Roanoke, Va.

RACHMOND, FREDERICKSBURG AND POTOMAC RAILROAD-Schedule com-commencing JANUARY 1, 1803-eastern standard time

8:04 A. M., Leaves Byrd-street station daily;

standard time.

8:04 A. M., Leaves Byrd-street station daily;
stops only at Ashland, Doswell,
Milford, Fredericksburg, Brooke
and Widewater. Parlor Car
Richmond to New York. Arrives
at Washington at 12:01 P. M.;
Baltimore, 1:17 P. M.; Philadelphia, 3:47 P. M.; New York,
6:30 P. M.
H:50 A. M., Leaves Byrd-street station daily
Buffet Parlor Car Richmond
to New York. Arrives
at Washington at 4:07 P.
M.; Baltimore, 5:24 P. M.; New
York, 10:33 P. M.
7:00 P. M., leaves Byrd-street station daily.
Sieeper Richmond to New
York, 10:33 P. M.
7:00 P. M., leaves Byrd-street station daily.
Sieeper Richmond to New
York, Stops only at Ashland,
Doswell, Milford, Fredericksburg, Brooke and Widewater.
Steps at other stations on Nundays, Arrives at Washington
at 11:10 P. M.; Baltimore, 12:53
A. M.; Philadelphia, 3:45 A. M.;
New York, 6:50 A. M.
3:50 A. M., Arrives at Byrd-street station
daily. Sieeper from New York,
New York, 6:50 A. M.
Brooke, Fredericksburg, Mil
ford, Doswell and Ashland
Stops at other stations on Sundays, Leaves Washington at
4:33 A. M.
Limited to Pulliman Cars.

3:05 P. M., arrives at Byrd-street station on Sundays. Leaves Washington at 2:28 P. M., arrive Byrd-street station daily. Limited to Puliman Cars.

3:05 P. M., arrive Byrd-street station daily. Stops at Fredericksburg, Milford, Doswell and Ashland, Parlor Car Washington to Richmond. Leaves Washington to Richmond. Leaves Washington 10:57 A. M. St.10 P. M., arrives at Byrd-street station daily. Buffet Parlor Car New York to Richmond. Leaves Washington 4:00 P. M. The New York and Florida Special, composed of Vestibuled Pullman Cars, leaves Byrd-street station Thesdays, Thursdays and Saturdays at 8:50 A. M., and arrives at Byrd-street station Mondays. Wednesdays and Fridays at 7:00 P. M. Except SJNDAY, 4:00 P. M., Leaves Byrd-street station; arriving Fredericksburg at 6:50 F. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:06
A. M. ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba, Arrives at Ashland at 7:33 A. M.
6:04 P. M., leaves Elba, Arrives at Ashland land at 6:53 P. M.
6:45 A. M., Arrives at Elba, leaves Ashland at 6:05 A. M.
5:57 P. M., arrives at Elba, Leaves Ashland at 5:12 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, General Superintendent.

MARMVILLE AND POWHATAN RAIL GENERAL OFFICE 703 EAST MAIN STREET.
SCHEDULE IN EFFECT DEC. 20, 1892
LEAVE RICHMOND.

LEAVE RICHMOND.

12:20 P. M., via Atlantic Goast Line for FARMYULLE and all points west of CHESTER.

12:45 P. M., via Richmond and Danville for FARMYULLE and all points west of MOSELEY.

9:15 A. M., via Atlantic Coast Line for Ochre and Bermuda.

ARRIVE RICHMOND.

8:45 A. M. via Richmond and Danville.

8:45 A. M., via Richmond.

8:45 A. M., via Richmond and Danville from FARMVILLE and all points west of MOSELEY.

10:30 A. M., via Atlantic Coast Line from FARMVILLE and all points west of CHESTER.

2:15 P. M., via Atlantic Coast Line from Bermuda and Ochre.

All trains dally except Sunday.

All trains daily except Sunday.
Tickets on sale and baggage checked
through at 901 Main street, Richmond and
Danville depot and Richmond and Petersburg depot.

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JAMES R. WERTH, General Manager.

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RAILWAY COMPANY.
Trains leave station, Twenty-sixth and P
streets, as follows:
Leave
Richmond.
6:30 A. M.
12:00 M.
3:30 P. M.
6:45 P. M.
5:30 A. M.
5:45 P. M.
Leave
Leave
Leave
Leave tric cars pass station.

For further information call 'Phones No.
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In effect July 15, 1892. oc25.

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EMPLEION COOP-LIVER OIL HYPOPHOSPHITES OF LIME AND SODA.
We have prepared this emulsion for the past
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all wasting diseases. Frice 50 cents and 61 per
bettle. For sale as all drag-stores, De not
be recreated to try any other. Ast for that
made by

FURCELLA, LLDD 6 CQ.,
matter RAILROADS



JANUARY 1, 1893.

JANUARY 1, 1892.

TRAINS LEAVE RICHMOND.
BROAD-STREET STATION.

\$.00 A. M., Except Suaday for local stations and Newport News.

\$.00 A. M., Daily Vestibule Special, with Pullman, for Williamsburg, Newport News, Hampton, Old Point.Norfolk and Portsmouth; makes no other stops.

\$.00 P. M., Daily, with Pullman, for local stations, Newport News, Old Point.Norfolk and Portsmouth.

\$.05 A. M., Local train, except Sunday, for Clifton Forge, connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic City North and South, and at Staunton for Winchester.

2.00 P. M., Daily for Cincipnati and Chicago, with Pullman to Cincipnati and Dining Car Maysville to Cincipnati, serving breakfast. Connects at Gordonsville daily with local train for Staurten.

Stannten.

5:35 P. M., Local train daily for Doswell.

10:36 P. M., Daily for Cincinnati and ChiF. F. V. cago, with Pullman for Cincinnati and Louisville and
Dining Car to Maysville. Connects at Covington (Va.) for
Virginia Hot Springs daily. TRAINS LEAVE EIGHTH-STREET STA-

THON.

100 A. M., Daily, with Parlor Car, for Lynchburg and Clifton Yorga. Connects (except Sunday) for Lexington (Va.) and except Sunday for Craig City.

100 P. M., Except Sunday, with Sleeping Car, for Lynchburg at 7:15 A. M. daily for Lexington, Va.

11 TRAINS ARRIVE AT RICHMOND.

12 BROAD STREET STATION.

BROAD-STREET STATION. 7:40 A. M., Daily from Cincinnati. 8:55 A. M., Daily from Deswell. 11:30 A. M., Daily from Norfelk and Old 2:00 P. M., Dally from Cincinnati and Louisville.

8:30 P. M., Daily from Norfolk and Old 7:30 P. M., Except Sunday from Clifton 7:30 P. M. Except Sunday from Old Peint.
Forge.
10:30 P. M. Except Sunday from Old Peint.
TRAINS ARRIVE EIGHT-STREET STATION.
8:20 A M. Except Sunday from Lynchburg
and Lexington, Va.
6:10 P. M., Daily from Lynchburg and Clifton Forge.
JOHN D. POTTS,
Division Passenger Agent STATE OF NEW YORK, CITY OF NEW YORK, 58:

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST. SCHEDULE IN EFFECT FEB. 12, 1893. LEAVE RICHMOND; TRAIN No. 37, 12,50 A. M.

TRAIN No. 37, 12.50 A. M.

SOUTHERN EXPRESS, daily for Danville,
Greensboro, Winston-salem. Connects
at Danville with the Washington and Southwestern Vestibaled limited; at Salisbury for
Asheville, Hot Springs; at Charlotte for
Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas
and California, Pullman Palace sleepingcar Richmend to Danville and Danville to
Asheville and Hot Springs; also Danville
to Atlanta. to Atlanta.

TRAIN No. 9, 12:45 P. M.

TRAIN No. 9, 12:45 P. M.

FAST MAIL, daily, for all points South
and Southwest Connects at Keysyllie
for Clarksyllie, Oxford and Durham. Connects at Danville with Pullman sleeper for

nects at Danville with Pullman sleeper for Augusta and Atlenta; at Greensbore for Durham, Raleign, &c.
TRAIN No. 17, 6:00 P. M.
AMELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and intermediate points.
ARRIVE AT RICHMOND,
Train No. 28, 7:00 A. M.; No. 10, 5:30 P.
M.; No. 18, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT.

THE PAVORITE ROUTE TO BALLTIMORE
PHILADELPHIA AND NEW YORK.
LEAVE RICHMOND:
TRAIN No. 10, 3:10 F. M.
OCAL EXPRESS, daily except Sunday.
Stops at all stations. At Lestor Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Pcint on TUESDAYS, THURSDAYS and SATURDAYS. on TUESDAYS, THURSDAYS and SATUR-DAYS, STEAMERS LEAVE BALTIMORE 5

FOR WEST POINT TUESDAYS, THURS-DAYS and SATURDAYS, thence by Richmond and Danville railroad to Richmond, arriving at 9.05 A. M. and 10:40 A. M.

TRAIN No. 44, 6:10 A. M.

OCAL MIXED, daily except Sunday; leaves Twenty-third street station for West Point and intermediate points.

Ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M., and from 9:06 to 12:50 A. M.

City ticket office, 901 Main street.

from 9:06 to 12:50 A. M.
City ticket effice, 901 Main street.
SOL. HAAS.
Traffic Manager. Gen. Passonger Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
J. S. POTTS, Passenger Agent,
919 Main street. Richmond.

A TLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing SUNDAY, JANUARY 1, 1893, at 9:30 A. M., trains on this road will run as follows: TRAINS SOUTHWARD.

No. | Leave | Arrive | Petersburg No. Richmond Petersburg

45— *9:00 A.M. 9:35 A.M. Norfelk Special.
22— *9:15 A.M. 19:00 A.M. Through Train.
43— *12:29 P.M. 1:00 P.M. Accommodat a
27— *2:48 P.M. 3:25 P.M. Fast Mail.
89— *5:35 P.M. 6:35 P.M. Accommodat a
35— *5:35 P.M. 6:35 P.M. Norfolk Train.
15— *8:30 P.M. 9:15 P.M. Through Train.
37— *11:30 P.M. 12:10 A.M. Accommodat a

TRAINS NORTHWARD. No. | Leave | Arrive | Richmond

No. | Petersourg | Richmond |
14 | *2:40 A.M. | 3:40 A.M. | Fast | Mail. |
32 | *7:40 A.M. | 8:30 A.M. | Accommodat'n |
24 | *9:50 A.M. | 10:30 A.M. | Nerfolk | Train. |
38 | *1:35 P.M. | 2:15 P.M. | N. | & W. | Con. |
78 | *5:20 P.M. | 6:20 P.M. | Through | Train. |
66 | *5:50 P.M. | 6:30 P.M. | Through | Train. |
46 | *6:50 P.M. | 6:40 P.M. | Norfolk | Special. |
42 | *7:05 P.M. | 8:00 P.M. | | | | | | | | |

·Daily.

Train 27 is limited and will only have Pullman Buffet Sleeping Cars. No extra charge in addition to first-class passage rate and regular Pullman car fare. STOPPING PLACES.

STOPPING PLACES.

Nos. 14, 27, 45, 46 and 63 make no stops.

Nos. 15, 23, 34, 38, 39, 43 and 78 stop on signal at Manchester, Drowry's, Centralia and Chester. Nos. 32, 35, 37 and 42 will stop on signal at all stations.

Pullman Palace Buffet Steeping Cars on all through trains. On trains Nos. 37 and 32 steeping cars between Richmond and Lynchburgs.

In addition to the above THE NEW YORK AND FLORIDA SPECIAL convising of Vestibule Pullman Cars only, leaves Richmond, scuth-bound, at 7:15 P. M. on MONDAYS, WEDNES, DAYS and FRIDAYS, and leaves retrisburg, north-bound, at 7:25 A. M. on THES DAYS.

THURSDAYS and SATURDAYS.

Extra fare is charged for this trait.

NEW LINE TO ATLANTA. (A.

Leave Richmond 9:15 A. M. daily; arriving Weldon 12:10 P. M. and at Atlanta O. A. M. via S. A. L. Through sleepers litchmond to Weldon and Weldon to Atlanta.

THE ONLY ALL-RAIL LINE TO NOR.

FOLL.

Eave.

Leave.

Richmond. 93:00 A. M. Norfolk. 11:35 A. M. Rehmond. 5:35 P. M. Norfolk. 11:35 A. M. Norfolk. 13:35 A. M. Norfolk. 13:30 A. M. Norfolk. 13:30 A. M. Norfolk. 13:30 A. M. Norfolk. 13:30 A. M. Norfolk. 14:00 P. M. Richmond. 6:40 P. M. The trains leaving Richmons. at 9:00 A. M. and Norfolk at 4:00 P. M. ere solid trains between these two points, and passengers go through without change of cars. Close go through the consection at Peters. Trains leaving Richmond at 9:00 A. M., 2:15 P. M. and 8:00 P. M. make close connection at Peters. Superintendent.

West.

R. M. SULLY,
Superintendent
E. T. D. MYERS,
General Sanarintendent
C. M. EMERSON, Traffic Manager.

WILLIAM ALLEN, ARCHITECT. Richmond, Va.

PEONE, THE OFFICE NO. BE M. SIXTE SI

INSURANCE STATEMENT.

A NNUAL STATEMENT FOR THE FISCAL YEAR ENDING THE SIST DAY OF DECEMOF BER. 1892, OF THE ACTUAL CONDITION of the BROOKLAN LIFE INSURANCE,
COMPANY, organized under the laws of the State of New York, made to the Audisor of Public Accounts for the Commonwealth of Virginia, pursuant to the laws of Virginia.

Name of company in finit—Bao ELTX I. "E INSURANCE COMPANY.
Location of home or principal office of said company—51 Liberaty Street, New York City.

Character of the company, whether life, accident, casualty, co-operative association,
brotherhood, live-slock, or any other association insuring life—Life Insurance.

President—William Deteres.
O ganized or in orporated—July, 1864.
Commenced Business—July, 1864.
Names of the General Agents in Virginia—S. H. Bowman and Ira Mowent, No. 8 North
Tentra Street.

Residence—Richmond, VA.

The number of policies issued during the year and the amount of insurance effected thereby.

The wasie number of policies in force, and the amount of liabilities or risks thereon. 501 Total
The amount of losses raid during the year.
The amount of expenses for all purposes (except losses).

65.618 45
The amount of dividends paid.
1.759 50

Total
The amount of los es unpaid 97.954 00
The amount of all other matchittes 1,340,443 11 162.112 90 Total
The amount of a sets, and how invested:
By bond and mortgages necured by properties searly double in value)
By rity and other first mortgage bonds
By loans on call ... 1,205,397 11 By loans on call
By real estate
By eash in frust Company, banks and office.
By cash in frust Company, banks and office.
By loans on company s own policies.
By interest accrued but not due.
By deferred and unpaid premiums, less 10 per cent.

By agents balances..... Carried out at market value—total
The amount of capital stock, if any
BUSINESS IN VIRGINIA DURING 1892.

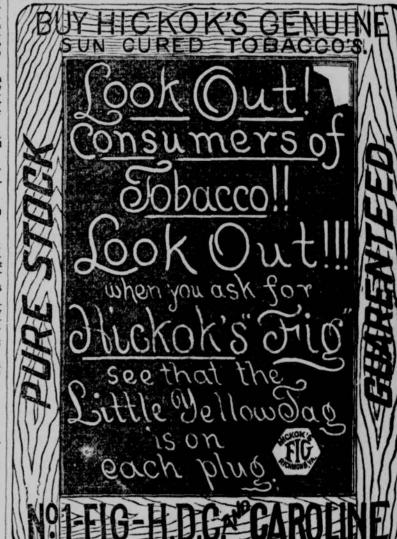
W. M. COALE. President; WM. DUTCHER, Secretary.

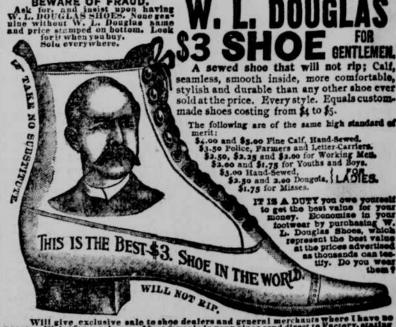
STATE OF NEW YORK, CITY OF NEW YORK, SS:

Reit remembered, that on the 7th day of February, 1893, at the city aforesaid, before me Challes Engage Million, a commissioner of Virginia, resident in said city, duly commissioned and qualified underthe laws of the state of Virginia to take acknowledgments to instruments under seal, ac., personally appeared W. M. Cole. President, and William Dutterar, Secretary of Fire Proceedings, they instrument Company of New York, who being sworm depose and say, and sach for himself says, that they are the above-described officers of the said Company, and that the foregoing is a true and correct statement of the actual condition of said cer, cration on the last day of its field your, to wit: the Sist day of December, 1892, according to the seal of their knowledge, information and belief, respectively, and that the seal attached is the seal of said correctation.

In testimony whereof I have herennto set my hand and affixed the seal of my office, on the 7th day of February, 1893. CHARLES EDGAR MILLS.
Commissioner for Virginia in New York

BOWMAN & MOWERY, Agents Tenth and Bank Sts., Richmond, Va.





Will give exclusive sale to shoe dealers and general merchants where I have so agents. Write for catalogue. If not for sale in your place send direct to Factory, stating kind, size and width wanted. Postage Free. W. L. Douglas, Brockton, Mass. Agents: HELLER & CO., 317 E. Broad St.; J. R. GOODE & SON, 15th and Main St

IVERPOOL AND LONDON AND CLOBE INSURANCE COMPANY. Assets Over \$45,000,000.

LOSSES PAID WITHOUT DISCOUNT. STOCKHOLDERS PERSONALLY RESPONSIBLE FOR ALL LIABILITIES OF THE COMPANY. \$31,000 invested in real estate in Richmond. \$50,000 deposited at the State Capital.

LOCAL BOARD (COLONRI, ARCHER ANDERSON (Chairman), C. T. DAVIS. DAVENPORT & CO., General Agents, Company Building, 1113 E. Main St., Richmond, Va.

